

# The Scranton Tribune

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SCRANTON, MARCH 26, 1897.

To insure publication in this paper, volunteered communications of a controversial character, MUST BE SIGNED FOR PUBLICATION BY THE WRITER'S TRUE NAME. This rule we cannot hereafter make exception.

## Make Poor Directors Elective.

The published text of the bill of Representative Connell providing for the election of poor directors indicates that the manner of selection sought to be substituted for the present appointive system is as follows:

That the qualified voters of each of the several districts composing the Scranton Poor district shall on the third Tuesday of February, Anno Domini, one thousand eight hundred and ninety-eight, and triennially thereafter, elect one person to serve as a poor director for said district for the term of three years from the first day of March. In case of the death, resignation, or removal of any director, any member thereof, the remaining directors shall fill the vacancy until the next annual election, when a new election shall be held for the unexpired portion of said term.

It is worthy of notice that the change thus proposed is in line with repeated recommendations by the president, judge, first of Luzerne county, and afterward of Lackawanna. There can be advanced no reason in logic or policy why the electors of these districts should not have the direct choice in this matter, the same as they now possess with respect to other public servants of a similar character.

The passage of this bill is demanded by public sentiment.

Mr. Kinsley certainly has staying powers.

## That Supreme Court Decision.

An examination of the complete text of the ruling of the Supreme court through Justice Peckham, in the case of the government against the Trans-Missouri Freight association, confirms the first assertions as to its thorough affirmation of the validity of the Sherman anti-trust law to prevent artificial restraint of interstate commerce. The decision does not at any point discuss the wisdom or unwisdom of federal regulation of interstate commerce along the lines of the statute under review, but it recognizes the plain language of the Sherman act and simply holds, in substance, that that language means what it says.

The court's opinion is confined principally to an answer to two questions. They are, first, whether the anti-trust act applies to and covers common carriers by railroad; and if so, second, does the agreement set forth in the bill of complaint violate any provision of that act. On the first point the court holds that "a contract that is in restraint of trade or commerce by a strict language of the act prohibited, even though such contract is entered into between commerce carriers by railroad, and only for the purpose of thereby affecting traffic rates for the transportation of persons and property, if such an agreement restrains trade or commerce it is prohibited by the statute, unless it can be said that an agreement, no matter what its terms, relating only to transportation cannot restrain trade or commerce. We have no escape from the conclusion that if any agreement of such a nature does restrain it, the agreement is condemned by this act." \* \* \* The point urged on the defendant's part is that the statute was not really intended to reach that kind of an agreement relating only to traffic rates entered into by competing common carriers by railroad; that it was intended to reach only those who were engaged in the manufacture or sale of articles of commerce, and who, by means of trusts, combinations, or conspiracies, were engaged in affecting the supply or the price or the place of manufacture of such articles. The terms of the act do not bear out such construction.

With reference to the second point the court says: Does the present agreement restrain trade or commerce in any way so as to be a violation of the act? We have no doubt that it does. The agreement on its face recites that it is entered into "for the purpose of mutual protection by establishing and maintaining reasonable rates, rules and regulations on all freight traffic, both through and local." To that end the association is formed and a body created which is to adopt rules which, when agreed to, are to be the governing rates for all the companies, and a violation of which subjects the offending company to a payment of a penalty, and, although the parties have a right to withdraw from the agreement on giving thirty days' notice of a desire so to do, yet, while in force and assuming it to be lived up to, there can be no doubt that its direct, immediate and necessary effect is to put a restraint upon trade or commerce as described in the act. For these reasons the suit of the government can be maintained without proof of the allegation that the agreement was entered into for the purpose of restraining trade or commerce or for maintaining rates above what was reasonable. The necessary effect of the agreement is to restrain trade or commerce, no matter what the intent was on the part of those who signed it. We think that the fourth section of the act invests the government with full power and authority to bring such an action as this, and if the facts be proved an injunction should issue.

The magnitude of the decision is shown in the fact that there are seventy-three traffic associations in the United States whose further existence it imperils. In the opinion of George R. Peck, general counsel of the Chicago, Milwaukee and St. Paul railroad and one of the attorneys for the defense, the decision will inevitably cause the dissolution of these associations, unless congress shall amend the Sherman act or the Supreme court, upon a re-hearing, reverse itself. Mr. Peck thinks the effect of the decision will be bad, and he illustrates his point as follows:

Under the present plan the railroads protect themselves against each other by joining in an agreement that certain rates shall be maintained. If they are no longer permitted to do so, rate wars will be of frequent occurrence. What will be the result? One man in any given city will buy a big stock of goods at prevailing prices, and pay a given freight rate, before his goods are fairly on his shelf a freight war will spring up. His competitor

will follow the street will buy his goods at the same price, but he will pay a much less freight rate. The first merchant will find it absolutely impossible to compete with his neighbor except at a loss. His suffering will entail suffering upon many others as a result of instability of rates. What the shipper and the consumer of freight want more than anything else is stability of rates. This freight associations insure.

It is not to be denied that there is justice in what Mr. Peck says, but it is also wholesome to have the fact known that the federal government in such matters is supreme. This may tend to cause the traffic pools to observe a due regard for public rights, so as not to become a sentiment adverse to their existence. While in its letter this decision is perhaps temporarily injurious, in ultimate moral effect it will, we believe, redound greatly to the nation's welfare and be looked upon, in years to come, as one of the marking points in a great reaction against abuses of corporate privilege.

Senator Quay laughs at the story that he might be a candidate against Wagner for the state's governorship. We dare say he could engage a substitute.

## A Bit of Impudence.

There is under consideration at Harrisburg a measure known as the Spatz bill which deserves to be throttled with neatness and dispatch. Its provisions in brief are as follows: Should it pass, an annual tax of \$1 is to be imposed on every bicycle in use in Pennsylvania, said tax to be duly collected by the regular tax collector and covered eventually into the state treasury where it is to form a part of a public improvement fund which is to be paid out by the state treasurer to the various counties and townships, their tax rate share to be in proportion of the number of miles of roadway which it shall bear to the whole number of miles of roadway in the state. Bicycles whose owners evade the tax are to be seized and sold.

It is represented that the author of this bill is a sincere believer in good roads, but if this be true he is certainly on the wrong way to their construction. We have no doubt that the wheelmen of Pennsylvania would gladly contribute \$1 apiece each year, directly to the commonwealth, if thereby a start could be made toward highway improvement; in fact, very few of them now spend less than five times that sum for this purpose. But it is one thing to give voluntarily and another thing to be arbitrarily mulcted. The special tax proposed in the Spatz bill is a bit of impudence, as unjust as it is unequal. It is a discrimination against one kind of vehicle in favor of other kinds; it slaps in the face the very persons who already are doing more than their share to push ahead the cause of good roads; it encourages the false belief that good roads are not of general and uniform benefit.

It is high time in this enlightened commonwealth to get out of the old ruts and upon the solid basis that good roads are needed by every citizen. The archaic notion that they would benefit only the few who are unworthy to be held by any man claiming to possess common sense. They are as much an essential to the general prosperity as good water, good air and good sanitation. They should be built by funds raised through general taxation, and the sooner such long-sighted freak propositions as this Spatz bill are pulled out of the way, the sooner will they appear.

The legislature has defeated the new bill, and the excuse given is that its members do not wish to extend the opportunities of newspapers for criticism of public officials. Then they should not invite it.

## What Bravery Will Do.

The fact that Great Britain has withdrawn her warships from active participation in the blockade of Crete and that there has ceased to be, in the dispatches from the capitals of the six powers, that fiercely threatening tone which was the prevailing note against Greece a fortnight or so ago, is significant of a change in the eastern situation. Equally as is the semi-official note which comes from Constantinople that the Porte might not object to actual Greek occupation of Crete provided the island were still to remain nominally a part of the Turkish empire; in other words, that if King George will name a governor-general, Abdul Hamid will appoint him and the matter at issue will drop.

If this last overture be authentic, it will mark a signal victory for Mr. Gladstone, who, as the Sun points out, proposed in his memorable letter to the Duke of Westminster just such a solution, and called attention to the fact that it would put Crete in the same category with Bosnia, Herzegovina, Eastern Roumelia and Cyprus, provinces still nominally Turkish but actually Austrian, Bulgarian or British. That the attitude of the once defiant powers has recently weakened is shown conversely by the augmented firmness of the Greek government, last reports crediting King George with having declared deliberately that "every step was exerted by the powers upon Crete will have its counter stroke on the frontier and beyond."

Altogether, the situation, as accurately as it can be viewed from this distance, presents a splendid exhibition of the superiority of right against might, when right bravely asserts itself in the person of a stout-hearted champion. The two European figures of this decade who will win in this one affair their greatest claim to the respect of posterity are the King of Greece and William Ewart Gladstone, and in the proportion that they grow big upon the canvas do the figures of William of Germany and Nicholas of Russia diminish into contempt.

When President Krueger, of the South African republic, doesn't like an editorial in his morning paper, he suppresses the journal's publication. There are officials in the United States who must envy Krueger his power.

The Ellsworth anti-portrait bill, now pending in New York, has been amended to permit newspapers to print pictures of fugitives from justice, evidently with a view to hastening their flight.

An overzealous lieutenant of Senator Platt who undertook on his own responsibility to say how Governor Black of New York would act on a certain matter has been called down by both Black

and Platt. A little of the same modicum might occasionally work for good at Harrisburg, also.

Chauncey M. Depew, like a true thoroughbred, comes up smiling with a handsome tribute for the man who bent him in the race for the ambassadorship to Great Britain. He says: "I think Mr. Hay will more than meet the obligations that upon him and will be one of the most successful ambassadors we have ever sent abroad." We hope so, but he will have to get up early and remain up late to be as good as Mr. Depew would have been.

In the April Forum Senator Hoar will give his opinion as to whether the senate has degenerated. We dare say he will hold that the Massachusetts part of it has not.

And so Colonel Fred Grant, it seems, is to be our next minister to Austria. Well, he is a son of his father who amounts to something on his own legs.

It is announced that the proposed duty on books has been stricken from the Dingley bill. Such an amendment is welcome. That duty was a mistake.

The London Times is indignant enough to jump on the United States senate. The Times is urging an exclusively American prerogative.

It is something to know that Mr. Bryan and his followers are now, temporarily at least, satisfied with the United States Supreme court.

## Gossip of the Capital

Special to the Scranton Tribune.

Washington, March 25.—It makes all the difference in the world whose ox is gored. The new tariff bill before congress, it is said, would naturally think that all American producers of the very necessary article would be in favor of such a tax. But they are not. The first wave of the tax reduced to 40 cents per ton. It is the Osborne-Saeger Coal company, of Cleveland, O., that is opposed to the 75 cent rate proposed by the Dingley bill. The head of this firm is Frank Osborne, a cousin of President McKinley and a brother of William McKinley. Osborne was the other day appointed as consul general to London. This company, which has its mines in southern Ohio, at the present time is shipping to England large quantities of coal, and asserts that if the United States will keep its duty on coal down to 40 cents a ton that company will reduce its tariff from the present rate of 75 cents, in order that they may be benefited. Messrs. Osborne and Saeger are heading congress with protests against the proposed increase of duty on coal. The coal operators of Pennsylvania, Virginia and West Virginia, who feel the competition from Canada, are in favor of a practically prohibitive duty on their product.

It seems that the mind of another member of the Osborne family is very much disturbed just at present. It is William McKinley Osborne, the head consul general to London. He is not engaged in canvassing the senate and house of representatives to secure the passage of a bill to reorganize the president to revoke the order of Secretary Olney concerning consular fees. When he picked out the office he was in charge of, he was told that he was worth between \$2000 and \$3000 per year, all of which is paid in fees. Upon examining the returns of the last quarter Mr. Osborne finds that the London consulate is now worth \$100,000. Hence, his distress of mind. It is understood that the president does not think it good policy to revoke Mr. Olney's order. Mr. Osborne is making a canvass of both houses with the hope that they will take some action which will add to his post in London worth having. Heretofore it has been the best paying office in the consular service. From a monetary standpoint it has been preferable to the ambassadorship.

Time is sliding away with Senator Spooner, of Wisconsin. He doesn't look a day older than he did when he retired from the senate six years ago to make room for his Democratic opponent, Charles "Cuckoo" Vilas. Although now in his fifty-fifth year Senator Spooner looks fully ten years younger, and by people who do not know his age would be taken for 40 much rather than for 55. Mr. Spooner is one of the best speakers in America. So far he has not had the opportunity of displaying his oratorical ability.

Thus far in the catch-as-catch-can wrestling match now going on in the house over the new tariff bill the Republican orators have been the victors. Their free trade opponents, the Populists are slightly handicapped in their arguments in defense of the Wilson bill because of the fact that as a revenue producer it has been a rank failure. From a purely oratorical point of view, leaving out the solid argument of the tariff presented by the Republicans, the Democratic side of the house has produced some good material, which has only been equalled by such men as Daniel D. Tompkins, but, then, after all, talk is cheap and doesn't amount to a great deal.

A movement has again been started to change the date of the inauguration of president and vice-president from March 3 to April 30. Several bills have been introduced to that effect. It also provides that the terms of senators and representatives shall be changed. There is every reason why the date of the inauguration should be changed. The weather in Washington during the first week in March is usually very disagreeable and hundreds of people attending the inaugural ceremonies contract colds which, in many cases, result fatally. The fourth of March is the day of the most severe weather to be experienced at that season of year for a long time. There was every indication of rough weather. The day previous and the day following were good samples of March weather in this section. By changing the date to the latter part of April visitors would then escape all this weather. In March they see it at its very worst.

The fact that President McKinley is opposed to appointing an envoy by a foreign mission of consulates who has business interests in that country may know Mr. Depew, a late Democratic senator, who is a candidate for the governorship of Arizona. It is said that Mr. Depew is interested in mining in that territory to quite an extent, and will, therefore, very likely come within the new rule laid down by the president in regard to consuls and other missions.

Residing, Mr. Depew is opposed by many of the leading Republicans of Arizona, who declare that he did not support the Republican ticket in the presidential campaign. They allege that he not only voted for Bryan but contributed money to his campaign. Mr. Depew flatly denies the charges.

Major Charles Dick, of Akron, O., the new secretary of the Republican national committee, has arrived here and is now in charge of headquarters. Major Dick is a dark, vigorous, smooth-faced man, and looks to be on the sunny side of 40. He is a lawyer by profession, but of late years has devoted most of his time to the great game of politics. He is chairman of the Republican state committee of Ohio for three years, and assistant secretary

to the national committee in last year's campaign. Major Dick had his eye on the marshaling of the District of Columbia, but, when he discovered that the president did not get that or any other federal appointment he collected the next best job in sight. He will make his permanent residence in Washington.

Congressman-at-large, Grow is somewhat out of touch with his constituents. He has been in the house for many years, but he refuses to caucus with them on every proposition in which they and the state are interested. He often writes he is paddling his own canoe.

President McKinley quite captured the heart of New Yorkers by his cordial reception of them on Tuesday. It was warmly anticipated. After President McKinley had greeted all the congressmen he faced the crowd and said, "Gentlemen, I am glad to see you here. I want you all to feel that the executive mansion is a home to you. That you are welcome here at any time. I thank you for coming." Chairman Doolittle called the president's attention to the fact that this was the largest gathering of congressmen he had seen in many years. "I take that as a compliment," said Mr. McKinley. "I have a pleasant recollection of a time when that sea had here a few weeks ago," broke in one of the younger congressmen, with a look of fear of growing old. "When we were asked to come to say our respects to Mr. Cleveland before he went away there were only fourteen men here," responded, and today there were just 121 men here."

To this the president made no reply. Mr. Doolittle's remark broke in with a remark which gave Mr. McKinley a shadow to show his quick wit. "Yes, but I have been in the house for many years, and many of us will be here four years from now," said, meaning to convey the fact that possibly the present president would be in the house for a long time, as a professor and not be as popular at the end of his term as at the beginning of it. "Oh, as to that," said Mr. McKinley, "I hope you will all please your papers so well that none of you will be missing."

George V. Lawrence, of Washington, Pa., who was a member of the legislature five years ago and who served for the United States senate for the Western district.

Charlesman Tower may be made consul general to Cuba, if he will accept the position. As a matter of fact, the Cuban government is desirous of having one of our American citizens who wants to make for himself a lasting reputation.

Ex-Mayor Elliott, of Williamsport, Pa., saw the president today in his own interest as a candidate for internal revenue collector in the New York district, and sent Grant Herring, Congressman from that district, to see the president. Mr. Herring has a candidate for the collectorship, T. R. Robinson, of Sunbury, whom he will push vigorously. Congressman Herring's candidate is Major Penman, of Scranton, who held the collectorship under the Harrison administration. Ex-Congressman Leonard is also a candidate for the place.

## UN-AMERICAN CITIES.

From a Lecture Delivered in Pittsburgh Last Week by Dr. Charles Martin, of Chicago.

"Three facts regarding cities deserve our attention. The first is that cities are the dominant force, social, industrial, commercial, moral and political in modern life. Their growth is abnormal. When the first census was taken in 1790 only 3.3 per cent of the population was urban. According to the last census, taken in 1890, the proportion was 32.2 per cent. During the decade between 1880 and 1890 the figures rose from 25.5 to 29.2 per cent. In the North Atlantic division of the Union, which includes the New England states, together with New York, New Jersey and Pennsylvania, more than half of the population were urban. The aggregate growth of our urban population is three times as great as that of the rural population. The means, of course, that in the near future we are to be a nation of cities. The same tendency is visible in Europe. From 1820 to 1890 the increase in London was 78 per cent; in Paris, 118; in Vienna, 85; in Berlin, 225; in Moscow and Constantinople, each 50; in Liverpool, 174; and in Madrid, 100 per cent. These municipal problems are the problems of civilization at large. In the United States, however, they are more grave than elsewhere, because of the character of the government which makes every man a voter.

"The second significant and ominous fact regarding cities is that they are by our own confession and by the accusation of foreign critics, the breeding place of the dominant force, social, industrial, commercial, moral and political in modern life. Their growth is abnormal. When the first census was taken in 1790 only 3.3 per cent of the population was urban. According to the last census, taken in 1890, the proportion was 32.2 per cent. During the decade between 1880 and 1890 the figures rose from 25.5 to 29.2 per cent. In the North Atlantic division of the Union, which includes the New England states, together with New York, New Jersey and Pennsylvania, more than half of the population were urban. The aggregate growth of our urban population is three times as great as that of the rural population. The means, of course, that in the near future we are to be a nation of cities. The same tendency is visible in Europe. From 1820 to 1890 the increase in London was 78 per cent; in Paris, 118; in Vienna, 85; in Berlin, 225; in Moscow and Constantinople, each 50; in Liverpool, 174; and in Madrid, 100 per cent. These municipal problems are the problems of civilization at large. In the United States, however, they are more grave than elsewhere, because of the character of the government which makes every man a voter.

"The third fact is that since the cities already rule the nation and since they are the supreme danger-point, they must be watched and controlled. We cannot reduce them because we risk and we must because we can. New York and Chicago are the two most unlikeliest places in the Union to prove to be the cities in which the best fighting has been made. The municipal history of these two cities is a history of the struggle for the soul of the city. It is a question of the city and the power of American citizenship."

## THE RIGHT WAY.

From the Elmhorst Signal. The way to have prosperity is to work for it.

## TOLD BY THE STARS.

Daily Horoscope Drawn by Ainechus, The Tribune Astrologer. Astrological cast: 2:15 a. m., for Friday, March 26, 1897.

It will be apparent to a child born on this day that Uncle John Wainmaker has too many social managers.

The fact that too many persons expect results in advance on every business venture may have something to do with the hard times.

Among the signs of spring are patches of pavement that are occasionally to be observed through the dirt on the streets. A Scranton wife-hater has been fined all of \$80 for the loss of creation to be allowed no privileges.

## Ainechus' Advice.

Now shake your carpets and any old friends who are no longer useful.

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Genuine Cravenette Tailor-made Costumes, strictly water proof, beautifully made, perfect fitting in every respect, silk lined jacket, well worth \$20. Our Price, \$11.98.

Black Brocade Mohair Skirts, 4 1/2 yards around, percaleine lined, velvet bound, worth \$2. Our Price, \$1.49.

Skirts of fancy weave, Nub effects in various colors, full 4 1/2 yards wide, the very popular goods just now, worth \$4. Our Price, \$2.73.

Black Brocade Satin Skirts, well made, beautiful hanging, No Trash, elsewhere \$6. Our Price, \$4.98.

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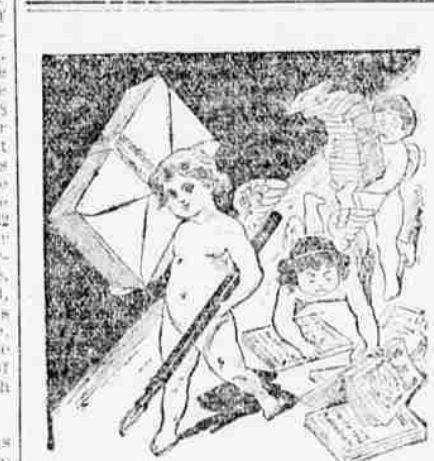
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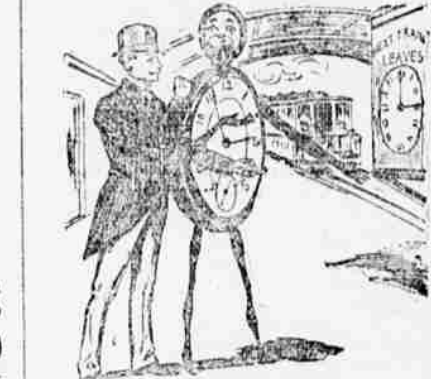
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What Sarah Bernhard says